

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-8 (canceled).

9. (New) A device for performing speed control and distance control for a controlled vehicle, comprising:

a locating system for locating objects in the vicinity of the vehicle:

a selecting device connected to the locating system, wherein the selecting device classifies a plurality of objects as possible obstacles, and wherein the selecting device selects a located object as a target object for the distance control;

a detecting device connected to the selecting device and detecting a sequential traffic operation, wherein the sequential traffic operation includes the controlled vehicle following a preceding vehicle as a target object;

a controller connected to the selecting device, wherein the controller implements a slow-travel function only below a threshold limit speed; and

a determining device for determining the threshold limit speed depending on an operating state of the controlled vehicle detected by the detecting device.

10. (New) The device as recited in Claim 9, wherein the slow-travel function is an operating mode that makes possible braking the vehicle to a standstill.

11. (New) The device as recited in Claim 9, wherein, if the detecting device does not detect a sequential traffic

operation, the threshold limit speed in a clear-lane operation has a first determined value, and wherein, if the detecting device detects a sequential traffic operation, the threshold limit speed has a second determined value that is higher than the first determined value.

12. (New) The device as recited in Claim 11, wherein, if the detecting device detects a change in the operating state of the controlled vehicle, the determining device changes the threshold limit speed gradually, at a defined rate of change, between the first determined value and the second determined value.

13. (New) The device as recited in Claim 11, wherein the threshold limit speed is defined by a monotonically falling function of a measured distance between the controlled vehicle and the target object in the sequential traffic operation.

14. (New) The device as recited in Claim 12, wherein the threshold limit speed is defined by a monotonically falling function of a measured distance between the controlled vehicle and the target object in the sequential traffic operation.

15. (New) The device as recited in Claim 13, wherein, for a large distance between the controlled vehicle and the target object, the threshold limit speed is reduced to the first determined value for the clear-lane operation.

16. (New) The device as recited in Claim 14, wherein, for a large distance between the controlled vehicle and the target

object, the threshold limit speed is reduced to the first determined value for the clear-lane operation.

17. (New) The device as recited in Claim 9, wherein the selecting device is configured to evaluate objects including stationary objects when the slow-travel function is activated.

18. (New) The device as recited in Claim 11, wherein the selecting device is configured to evaluate objects including stationary objects when the slow-travel function is activated.

19. (New) The device as recited in Claim 12, wherein the selecting device is configured to evaluate objects including stationary objects when the slow-travel function is activated.

20. (New) The device as recited in Claim 13, wherein the selecting device is configured to evaluate objects including stationary objects when the slow-travel function is activated.

21. (New) The device as recited in Claim 14, wherein the selecting device is configured to evaluate objects including stationary objects when the slow-travel function is activated.

22. (New) The device as recited in Claim 17, wherein, in the sequential traffic operation, in order to determine whether a standing object is a relevant obstacle, the selecting device is configured to evaluate a relationship between a locating

data of the standing object and a locating data of the preceding vehicle being followed as the target object.

23. (New) The device as recited in Claim 18, wherein, in the sequential traffic operation, in order to determine whether a standing object is a relevant obstacle, the selecting device is configured to evaluate a relationship between a locating data of the standing object and a locating data of the preceding vehicle being followed as the target object.

24. (New) The device as recited in Claim 19, wherein, in the sequential traffic operation, in order to determine whether a standing object is a relevant obstacle, the selecting device is configured to evaluate a relationship between a locating data of the standing object and a locating data of the preceding vehicle being followed as the target object.

25. (New) The device as recited in Claim 20, wherein, in the sequential traffic operation, in order to determine whether a standing object is a relevant obstacle, the selecting device is configured to evaluate a relationship between a locating data of the standing object and a locating data of the preceding vehicle being followed as the target object.

26. (New) The device as recited in Claim 21, wherein, in the sequential traffic operation, in order to determine whether a standing object is a relevant obstacle, the selecting device is configured to evaluate a relationship between a locating data of the standing object and a locating data of the preceding vehicle being followed as the target object.